

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13—[Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95-03-04 British Aerospace Regional Aircraft Limited (Formerly British Aerospace Commercial Aircraft Limited, Vickers-Armstrongs Aircraft Limited): Amendment 39-9141. Docket 94-NM-109-AD.

Applicability: All Model Viscount 744, 745D, and 810 airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of nose wheel steering capability due to failure of the pivot pin, accomplish the following:

(a) Prior to the accumulation of 1,100 landings after the effective date of this AD, or within 14 months after the effective date of this AD, whichever occurs first, perform a magnetic particle inspection to detect cracks of the nose wheel steering actuators connecting (pivot) pins, in accordance with either Viscount Preliminary Technical Leaflet (PTL) 334, Issue 2, dated July 8, 1992 (for Model 744 and 745D series airplanes); or Viscount PTL 205, Issue 2, dated July 8, 1992 (for Model 810 series airplanes); as applicable. Repeat this inspection thereafter at intervals not to exceed 1,100 landings or 14 months, whichever occurs first.

(b) If any crack is found in a pivot pin during any inspection required by this AD, replace the pivot pin in accordance with either Preliminary Technical Leaflet (PTL) 334, Issue 2, dated July 8, 1992 (for Model 744 and 745D series airplanes), or Viscount PTL 205, Issue 2, dated July 8, 1992 (for Model 810 series airplanes). After replacement, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 1,100 landings or within 14 months, whichever occurs first.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA,

Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspections and replacement shall be done in accordance with Viscount PTL 334, Issue 2, dated July 8, 1992; or Viscount PTL 205, Issue 2, dated July 8, 1992; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from British Aerospace Regional Aircraft Ltd., Engineering Support Manager, Military Business Unit, Chadderton Works, Greengate, Middleton, Manchester M24 1SA, England. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on March 20, 1995.

Issued in Renton, Washington, on February 3, 1995.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-3245 Filed 2-15-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-ANE-11; Amendment 39-9138; AD 95-03-01]

Airworthiness Directives; General Electric Company CF6 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to General Electric Company (GE) CF6-45/-50/-80A series turbofan engines, that currently requires a one-time ultrasonic and eddy current inspection of the high pressure compressor rotor (HPCR) stage 3-9 spool for cracks. This amendment retains the inspection requirements of the current AD, but would accelerate the inspection schedule, and introduce a repetitive inspection requirement. This amendment is prompted by a review of

the inspection results to date, which indicate that the crack occurrence rate is higher than initially projected. The actions specified by this AD are intended to prevent an uncontained HPCR stage 3-9 spool failure, which could result in damage to the aircraft.

DATES: Effective March 20, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 20, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from General Electric Aircraft Engines, CF6 Distribution Clerk, Room 132, 111 Merchant Street, Cincinnati, OH 45246. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Robert J. Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7138; fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding airworthiness directive (AD) 91-20-01, Amendment 39-8035 (56 FR 55230), which is applicable to General Electric Company (GE) CF6-45/-50/-80A series turbofan engines, was published in the **Federal Register** on May 3, 1994 (59 FR 22769). That action proposed to retain the one-time ultrasonic and eddy current inspection of the high pressure compressor rotor (HPCR) stage 3-9 spool for cracks as required in the current AD, but would accelerate the inspection schedule, and introduce a repetitive ultrasonic and eddy current inspection requirement in accordance with GE CF6-50 Service Bulletin (SB) No. 72-1000, Revision 2, dated September 9, 1993, and GE CF6-80A SB No. 72-583, Revision 4, dated September 15, 1993.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Two commenters support the rule as proposed.

One commenter states that the repetitive inspection interval of 3,500 cycles in service (CIS) in compliance paragraph (b) of the proposed rule should be replaced with 4,000 CIS in

order to avoid premature engine removals. The FAA concurs that this change will avoid some engine removals while not decreasing the level of safety provided by the proposed rule. Accordingly, the FAA has made this change in the final rule.

Although no comments were received regarding compliance paragraphs (a)(3), (a)(4), (c)(2), and (d), the FAA has replaced 3,500 CIS with 4,000 CIS in these paragraphs to maintain consistency.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 462 GE CF6-45/-50/-80A series engines of the affected design in the worldwide fleet. The FAA estimates that 67 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 584 work hours per engine to accomplish the required actions, and that the average labor rate is \$55 per work hour. Required parts will cost approximately \$127,412 per engine. Based on these figures, and assuming that 3 of the inspected spools will require replacement, the total cost impact of the AD on U.S. operators is estimated to be \$2,534,276.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air Transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [AMENDED]

2. Section 39.13 is amended by removing Amendment 39-8035 (56 FR 55230; October 25, 1991) and by adding a new airworthiness directive to read as follows:

95-03-01 General Electric Company:

Amendment 39-9138. Docket 94-ANE-11. Supersedes AD 91-20-01, Amendment 39-8035.

Applicability: General Electric Company (GE) CF6-45/-50/-80A series turbofan engines installed on, but not limited to, Airbus A300 and A310 series, Boeing 747 and 767 series, and McDonnell Douglas DC-10 series aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent an uncontained high pressure compressor rotor (HPCR) stage 3-9 spool failure, which could result in damage to the aircraft, accomplish the following:

(a) Eddy current and ultrasonic inspect GE CF6-45/-50 HPCR stage 3-9 spools, Part Number (P/N) 9136M89G02, 9136M89G03, 9136M89G06, 9136M89G08, 9253M85G01, 9253M85G02, 9273M14G01, and 9331M29G01, with serial numbers (S/N) listed in Table 2 of GE CF6-50 Service Bulletin (SB) No. 72-1000, Revision 2, dated September 9, 1993, as follows:

(1) For spools that have not been previously inspected in accordance with GE CF6-50 SB No. 72-888, Original, Revision 1, Revision 2, Revision 3, or Revision 4, or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2, inspect in accordance with paragraph 2.C of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, at the next engine shop visit, or by 30 days after the effective date of this AD, whichever occurs earlier.

(2) For spools that have been inspected in accordance with GE CF6-50 SB No. 72-888, Original, Revision 1, or Revision 2, inspect in accordance with paragraph 2.D of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, at the next engine shop visit, or by 30 days after the effective date of this AD, whichever occurs earlier.

(3) For spools that have been inspected in accordance with GE CF6-50 SB No. 72-888,

Original, Revision 1, or Revision 2, and GE CF6-50 SB No. 72-1008, Original, inspect in accordance with paragraph 2.D of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, at the next piece-part exposure, or within 4,000 cycles in service (CIS) since inspected in accordance with GE CF6-50 SB No. 72-1008, Original, whichever occurs earlier.

(4) For spools that have been inspected in accordance with GE CF6-50 SB No. 72-888, Revision 3, or Revision 4, or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2, inspect in accordance with paragraph 2.D of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, at the next piece-part exposure, or within 4,000 CIS since inspected in accordance with, GE CF6-50 SB No. 72-888, Revision 3, or Revision 4, or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2, whichever occurs earlier.

(b) Thereafter, for spools that have been inspected in accordance with paragraph (a) of this AD, reinspect in accordance with paragraph 2.D of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, at intervals not to exceed 4,000 CIS since the last inspection.

(c) Eddy current and ultrasonic inspect GE CF6-80A HPCR 3-9 spool, P/N 9136M89G10, with S/N's listed in Table 2 of GE CF6-80A SB No. 72-583, Revision 4, dated September 15, 1993, as follows:

(1) For spools that have not been previously inspected in accordance with GE CF6-80A SB No. 72-500, Original, Revision 1, Revision 2, Revision 3, or Revision 4, or GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4, inspect in accordance with paragraph 2.C of GE CF6-80A SB No. 72-583, Revision 4, dated September 15, 1993, at the next engine shop visit, or by 30 days after the effective date of this AD, whichever occurs earlier.

(2) For spools that have been previously inspected in accordance with GE CF6-80A SB No. 72-500, Revision 3, or Revision 4, or GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4, inspect in accordance with paragraph 2.D of GE CF6-80A SB No. 72-583, Revision 4, dated September 15, 1993, at the next piece-part exposure, or within 4,000 CIS since inspected in accordance with GE CF6-80A SB No. 72-500, Revision 3, or Revision 4, or GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4, whichever occurs earlier.

(d) Thereafter, for spools that have been inspected in accordance with paragraph (c) of this AD, reinspect in accordance with paragraph 2.D of GE CF6-80A SB No. 72-583, Revision 4, dated September 15, 1993, at intervals not to exceed 4,000 CIS since the last inspection.

(e) Remove from service prior to further flight HPCR stage 3-9 spools that meet or exceed the reject criteria established in Section 2.C and 2.D, as applicable, of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, and GE CF6-80A SB No. 72-583, Revision 4, dated September 15, 1993, as appropriate.

(f) For the purpose of this AD, an engine shop visit is defined as the induction of an

engine into a shop for maintenance involving the separation of any major flange.

(g) For the purpose of this AD, piece-part exposure is defined as disassembly and removal of the stage 3-9 spool from the HPCR rotor.

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine

Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternative method of compliance with this AD, if any, may be obtained from the Engine Certification Office.

(i) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(j) The actions required by this AD shall be done in accordance with the following service bulletins:

Document No.	Pages	Revision	Date
GE CF6-50, SB No. 72-1000 Total pages: 37.	1-37	2	Sept. 9, 1993.
GE CF6-80A SB No. 72-583 Total pages: 34.	1-34	4	Sept. 15, 1993.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from General Electric Aircraft Engines, CF6 Distribution Clerk, Room 132, 111 Merchant Street, Cincinnati, OH 45246. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(k) This amendment becomes effective on March 20, 1995.

Issued in Burlington, Massachusetts, on January 31, 1995.

Donald F. Perrault,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 95-3248 Filed 2-15-95; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[TD 8580]

RIN 1545-AN06

Disposition of an Interest in a Nuclear Power Plant; Correction

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Correction to final regulations.

SUMMARY: This document contains corrections to the final regulations (TD 8580), which was published in the **Federal Register** for Tuesday, December 27, 1994 (59 FR 66471). The final regulation relates to certain Federal income tax consequences of a disposition of an interest in a nuclear power plant by a taxpayer that has maintained a nuclear decommissioning fund with respect to that plant.

EFFECTIVE DATE: December 27, 1994.

FOR FURTHER INFORMATION CONTACT:

Peter C. Friedman, (202) 622-3110 (not a toll-free number).

SUPPLEMENTARY INFORMATION:

Background

The final regulations that are the subject of these corrections are under section 468A of the Internal Revenue Code.

Need for Correction

As published, TD 8580 contains errors which may prove to be misleading and are in need of clarification.

Correction of Publication

Accordingly, the publication of final regulations (TD 8580), which were the subject of FR Doc. 94-31428, is corrected as follows:

§ 1.468A-3 [Corrected]

1. On page 66474, column 1, preceding § 1.468A-3, in instructional "Par. 4.", paragraph 2a is added immediately following the text of paragraph 2 to read as follows:

2a. In newly designated paragraph (h)(1)(vi), the reference "paragraph (h)(1)(viii)" is removed and "paragraph (h)(1)(vii)" is added in its place.

§ 1.468A-5 [Corrected]

2. On page 66474, column 2, preceding § 1.468A-5, in instructional "Par. 5.", paragraph 3a is added immediately following the text of paragraph 3 to read as follows:

3a. In newly designated paragraph (b)(2)(vii) introductory text, the reference "paragraph (b)(2)(vi)" is removed from the last sentence and "paragraph (b)(2)(vii)" is added in its place.

Dale D. Goode,

Federal Register Liaison Officer, Assistant Chief Counsel (Corporate).

[FR Doc. 95-3770 Filed 2-15-95; 8:45 am]

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DEPARTMENT OF JUSTICE

Office of the Attorney General

28 CFR Part 0

[AG Order No. 1948-95]

Establishment of the Office of Community Oriented Policing Services

AGENCY: Department of Justice.

ACTION: Interim rule with request for comments.

SUMMARY: This order will amend the Department of Justice organization regulations to reflect the creation of the Office of Community Oriented Policing Services. This new office will implement certain grant programs authorized by the Violent Crime Control and Law Enforcement Act of 1994. This order will provide the public with a list of the duties of the Director of the Office of Community Oriented Policing Services, and will amend the Code of Federal Regulations in order to reflect accurately the Department's internal management structure. Finally, this order makes applicable to the Office of Community Oriented Policing Services certain parts of the Code of Federal Regulations currently applicable only to the Office of Justice Programs.

DATES: Interim rule effective February 16, 1995, comments must be received on or before April 3, 1995.

ADDRESSES: Comments may be mailed to the Office of the General Counsel, Office of Community Oriented Policing Services, U.S. Department of Justice, P.O. Box 14440, Washington, DC 20044, or delivered to Suite 300, 633 Indiana Avenue, N.W., Washington, DC between 9 a.m. and 5:30 p.m. Comments received may also be inspected at Suite 300 between 9:15 a.m. and 5:15 p.m.

FOR FURTHER INFORMATION CONTACT:

L. Anthony Sutin, General Counsel, Office of Community Oriented Policing